

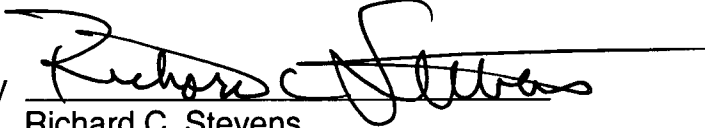
Serial No. 09/855,333
Docket No. CRN298PA

as method further comprises selecting said electromagnet and said armature plate so that said locking force can be overcome for manual application of said steerable wheel brake or for repositioning said steering arm to another desired position.

REMARKS

Copies of drawing Figs. 1 and 10 are enclosed herewith. Copies of Figs. 1 and 10 as originally filed have been marked-up in red and highlighted to show minor errors which were inadvertently included therein (lead line for reference numeral 120 omitted in Fig. 1 and "PUN POSITION" immediately above the reference numeral 154 should read --RUN POSITION-- in Fig. 10). Also enclosed are corrected copies of Figs. 1 and 10. A new set of drawings including corrected Figs. 1 and 10 have been forwarded to the Official Draftsperson in a separate filing. Entry of this amendment after allowance is respectfully requested to correct the minor errors in the specification, claims and drawing Figs. 1 and 10. If the present amendment raises any questions, the Examiner is respectfully requested to contact the undersigned attorney.

Respectfully submitted,
STEVENS & SHOWALTER, L.L.P.

By 
Richard C. Stevens
Registration No. 28,046

7019 Corporate Way
Dayton, OH 45459-4238
Telephone: (937) 438-6848
Facsimile: (937) 438-2124
E-mail: rcstevens@speakeasy.net

C:\VA-Work\CRN\Am\crn298pa.am under 312.wpd

Serial No. 09/855,333
Docket No. CRN298PA

VERSION WITH MARKINGS TO SHOW CHANGES MADE
IN THE SPECIFICATION

Second full paragraph on page 7:

Figs. 9 and 10 are state diagrams used by the controller of Fig. 8 to operate the truck of Fig. 1 in accordance with one aspect of the present invention.

First full paragraph on page 9:

As an optional feature on walkie/rider trucks, switches that can be operated from the side of the trucks, referred to as "jog" switches, can also be provided to move or jog the trucks in the forward direction at a predetermined low speed. Jog switches 128 can be located on the outsides of the ends of the handle 114; or, jog switches 130 can be located on the insides of the ends of the handle 114. It is apparent that the jog switches 130 are better sheltered from inadvertent activation since they are protected by the handle 114 and thus are preferred. In any event, an operator walking beside a truck can move the truck by operating the jog switches. While either the jog switches 128 or the jog switches 130 are provided on many walkie/rider pallet trucks equipped with jog switches, an improved jog arrangement including both jog switches 128, 130 on each side of the handle 114 as disclosed in U.S. Patent No. 5,245,144 provides still better protection against inadvertent activation and is illustrated in the present application. For additional information

Serial No. 09/855,333
Docket No. CRN298PA

regarding the improved jog switch arrangement, reference should be made to the '144 patent.

Second full paragraph on page 12:

The compression spring 140G surrounds the mounting pin 140F, extends between the solid body 140A and the plate 132A, and, in a working embodiment, provided a force [or] of about 1/2 pound, see Figs 4A and 4B. By spring biasing the electromagnet 140 into the armature plate 138, the distance between the two is maintained to accommodate tolerance build up in the pivotal mounting of the steering arm 116 to the steering head 132 and to ensure consistent magnetic forces when the brake is applied. The body 140A of the electromagnet 140 is prevented from rotating about its axis by a notch 140H in the body 140A which receives a pin 132C extending from the plate 132A. In the illustrated embodiment, the solid body 140A is retained on the mounting pin 140F against the force of the compression spring 140G by its engagement with the armature plate 138.

First full paragraph on page 15:

In addition to the novel deadman brake override system described above, another aspect of the present invention is the control of the system (or any other deadman brake override or coast control system). In the illustrated embodiment of the present invention, control for overriding a deadman brake is incorporated into a controller 142 of the truck 100. See Fig. 8 which is a schematic block diagram of a portion of the control

system for the truck 100 wherein normally open contacts are indicated by an "X" and normally closed contacts are indicated by a "I". In a working embodiment of the present invention, the controller 142 is a Sevcon Millipak controller for separately excited motors (SEM) that includes microprocessor control, however, a variety of other controllers can be used in the present invention. Inputs to the controller 142 include the high speed/coast release switch 115A, the coast switch 115E and the twist grips 118. Movement of the truck 100 is enabled by a brake switch 144 which is connected to the reverser switch 120. If the reverser switch 120 is not activated, reverse switch 146 and forward switch 148 are enabled so that the direction of travel of the truck 100 is determined by which of the switches 146 and 148 is activated. If the reverser switch 120 is activated, the switches 146 and 148 are disabled and a signal to reverse the truck 100 is sent to the controller 142.

Abstract of the Disclosure on page 28:

A coast control device for a walkie/rider pallet truck locks the position of a steering arm of the truck to prevent movement by a deadman mechanism. The disclosed locking device is a brake: an armature plate mounted to the steering arm; and an electromagnet coupled to a steering head that is operated to activate coasting operation. The brake force can be overcome by an operator to manually apply the truck brake or to reposition the steering arm to a new position where it is again locked. For controlling coasting operation, the brake is manually engaged by an actuator mounted adjacent to or on a grab bar that is to be gripped by an operator riding on the truck. With the actuator so located, coasting

Serial No. 09/855,333
Docket No. CRN298PA

operation can be conveniently engaged while the operator is [riding on the truck or] walking beside the truck.

IN THE CLAIMS

6. (Amended) A walkie/rider pallet truck as claimed in claim 2 wherein said at least two selectable positions comprise[s] substantially any position within said driving arc.

22. (Amended) A walkie/rider pallet truck as claimed in claim 21 wherein said actuator comprises at least one coast actuation switch for activating said [electromagnet] coast control mechanism.

27. (Amended) A method for controlling a walkie/rider pallet truck as claimed in claim 26 wherein said step of selectively locking said steering arm into a desired position comprises generating a locking force to maintain said desired position and said method further comprises selecting said electromagnet and said armature plate so that said locking force can be overcome for manual application of said steerable wheel brake or for repositioning said steering arm to another desired position.

1/6

FIG. 1

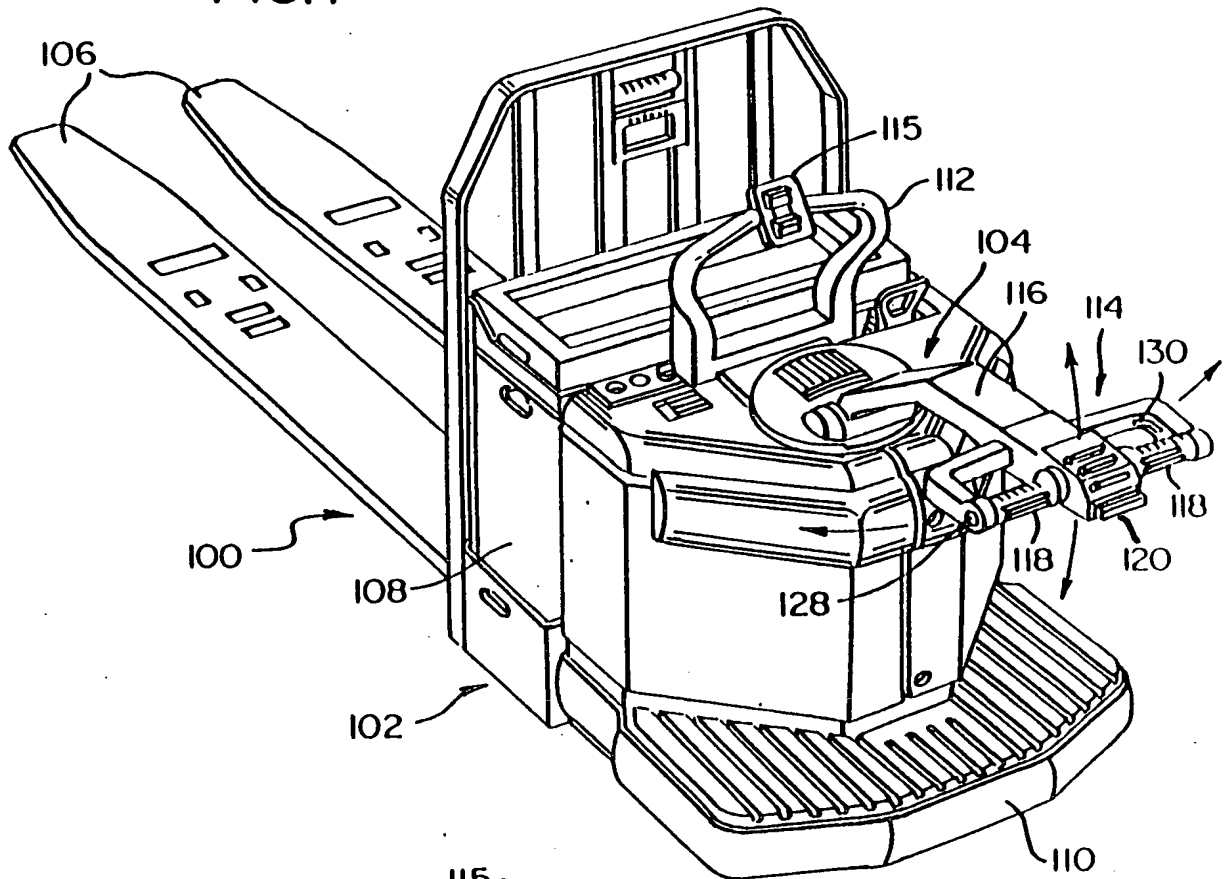


FIG. 1A

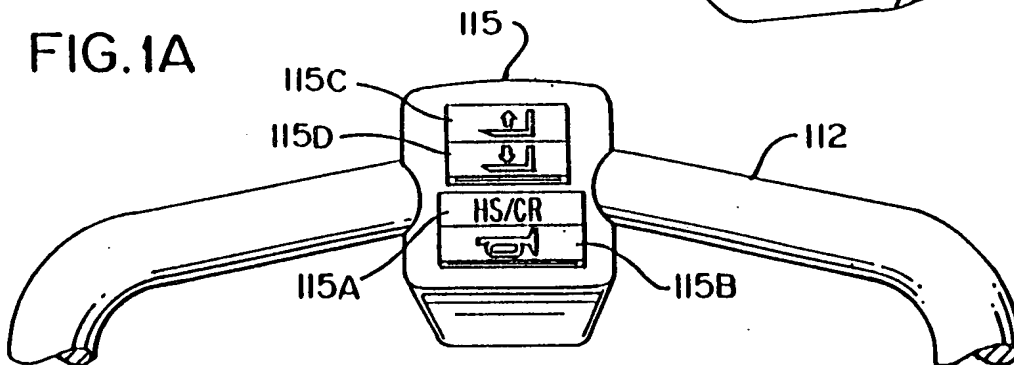
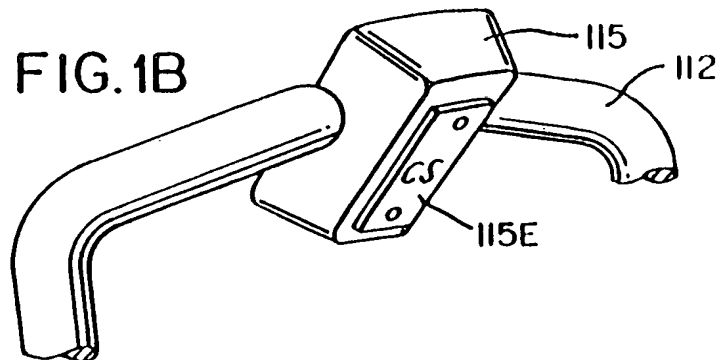


FIG. 1B



6/6

FIG. 9

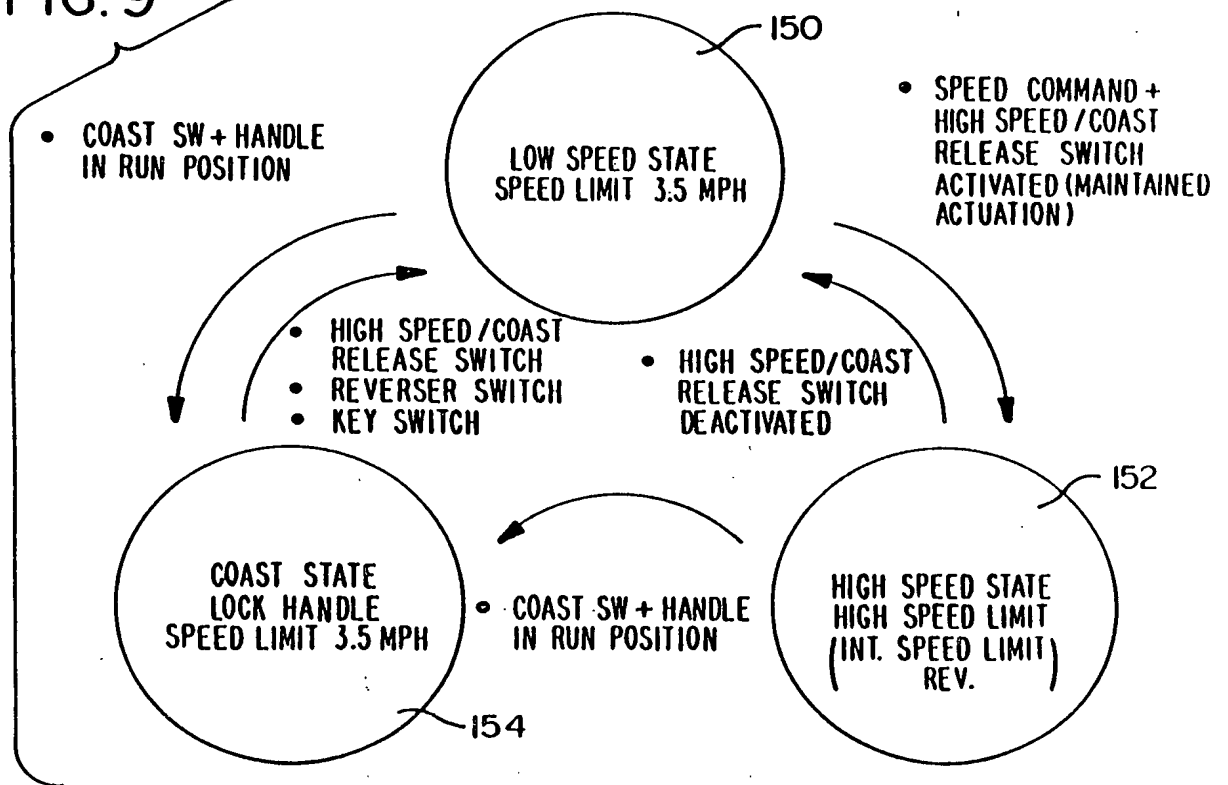


FIG. 10

